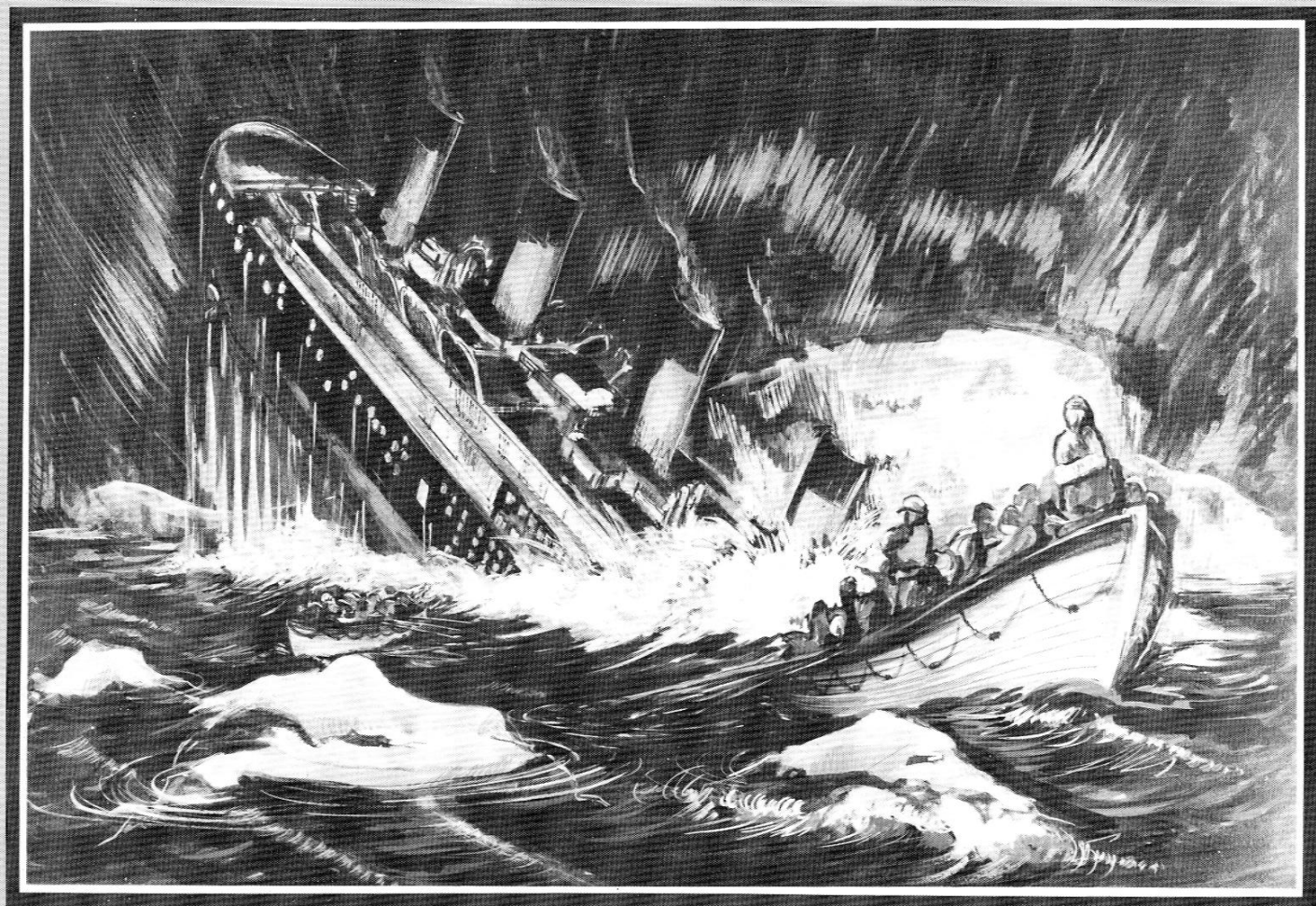


The Coast Guard
Reservist
March-April, 1978, Vol. XXV, No. 3



THE TITANIC

Birth of the International Ice Patrol



Cover--The Sinking of the Titanic was painted for the Coast Guard in 1967 by Gene Boehmer, a former reservist. Mr. Boehmer has painted numerous nautical and Coast Guard-related subjects.

The Coast Guard Reservist

The Reservist is published bi-monthly by the Commandant of the United States Coast Guard. Material contained herein is for information only and does not constitute authority for action. Inquiries concerning the Coast Guard Reserve should be addressed to the Commandant (G-R-1/81) Coast Guard Headquarters, Washington, D.C. 20590; 202-426-2350.

Admiral O. W. Siler
Commandant, U. S. Coast Guard

Rear Admiral T. T. Wetmore, III
Chief, Office of Reserve

LTJG K. M. Kiely
Editor

YN2 William P. Hamlin, Jr.
Staff Writer and Production

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor, Coast Guard Reservist, for possible publication. By-lines will be given upon request.

CG-288

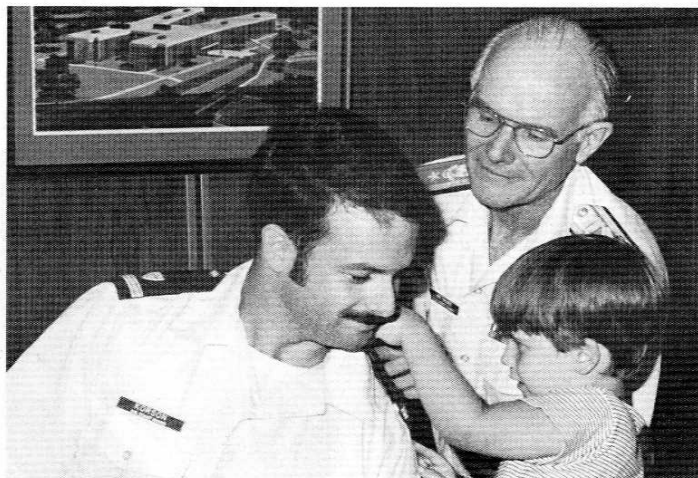
Distribution (SDL No. 107)

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	aa	bb	
A	3		1	3			2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1						Bc: See below
B		3	15*		1	1	125	*	1	1	1	1	1	1300	1	1	1		1	1									Bh: Alameda (125);
C	5	3		3	2	1	1	1	1	1			3	1	1	1		1	1	1	1	1	1	1	1	1			Cape May (275)
D	4			1			1		1	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1			One copy mailed directly
E														3	1	1	1	1											to each Reservist (19,427)
F							1	1																					

Bc: 1st (100); 2nd (100); 3rd (100); 5th (275); 7th (100); 8th (100); 9th (100); 11th (100);
12th (50); 13th (50); 14th (50); 17th (50)

★★ The Admiral's Corner

RADM Wetmore looks on as Joshua Korson pins shoulderboards on his father, ENS S.J. Korson, USCGR. ENS Korson was commissioned August 17, 1977.



Suspensions confirmed! A recent Department of Defense study confirms what we have suspected for a long time: that the greatest positive influence in convincing individuals to join and remain in the Reserve is direct contact by a current member of the Reserve. What this means is that our Selected Reserve force of more than 11,000 represents a tremendous potential for locating prospective candidates for enlistment in the Coast Guard Reserve. I need your help in this now!

In FY '77, our Selected Reserve was above the authorized minimum strength for most of the year. Starting about mid-year, a deliberate effort was made to reduce to about the authorized 11,700 level by 30 September 1977. As sometimes happens, this planned reduction was achieved, but then inertia carried it down to a lower level than expected. We are now at about 11,200 and moving up--but too slowly. We must increase to the 11,700 level without delay. To do this, I am asking each reservist to put forth extra effort to use his or her known potential to assist the Coast Guard recruiting force in bringing new members into the Coast Guard Reserve--and to assist in retaining those now in the Reserve.

Study findings indicate that:

- the best prospects are already in the Reserve--current members have a greater propensity to reenlist/extend than potential enlistees have to join (work harder on retention!)
- non-prior service prospects have a greater propensity to affiliate than veterans (non-prior service prospects are prime candidates, but don't overlook prior service prospects--they continue to be an important part of our Selected Reserve. Additionally, commanding officers of Reserve units and groups should maintain liaison with their area Coast Guard recruiting officers).

The study suggests that (as applied to our program) these factors should be emphasized:

- The Augmentation Training Program provides the opportunity for a member to perform interesting, challenging, meaningful Coast Guard work as part of a team; to become a team leader; to advance (to senior petty officer or officer) and to make decisions
- to make new friends and to get away for a while from everyday life
- to obtain the satisfaction that results from being part of an organization that is a source of pride, and to participate in activities that benefit the community
- don't overlook the benefits: pay that will assist in providing more things for the family; family protection through insurance, exchange benefits, etc. (potential enlistees are not familiar with current benefits).

For each year since the draft ended in 1972 (except FY '73) we have essentially met or exceeded our average annual authorized strength. With your help we can continue this record in FY '78.

J. F. Wetmore III

Chief, Office of Reserve

Brief Comments



RADM Hayes



RADM Scarborough

New Commandant selected

President Carter has nominated RADM John B. Hayes, Commander of the Seventeenth District, to be the 16th Commandant of the Coast Guard.

RADM Robert H. Scarborough, Commander of the Ninth District, was nominated as Vice Commandant.

RADM Hayes will succeed ADM Owen W. Siler on June 1. The change of command ceremony will take place at the Washington Navy Yard.

RADM Hayes, a native of Jamestown, NY, graduated from the Coast Guard Academy in 1946. He has served as commanding officer of the cutters ARIADNE, SAGEBRUSH and VIGILANT, and of LORAN Station Matsumae. He attended the Naval War College in 1960, and later served as Commander of Division II, Squadron One in South Vietnam. He was appointed Rear Admiral August 1, 1973, while serving as Commandant of the Corps of Cadets at the Academy. He assumed his present duties in Alaska in 1975.

RADM Scarborough is a 1944

graduate of the U. S. Merchant Marine Academy.

He entered the Coast Guard in 1949, following service in the Navy and aboard U. S. merchant ships during World War II.

RADM Scarborough has served as Commander, Group Sabine, Captain of the Port for Texas-Louisiana, Captain of the Port, Norfolk and as Chief of the Office of Operations and Chief of Staff at Coast Guard Headquarters.

Uniform regs

The new Uniform Regulations Manual, CG-471, is now being distributed. Users of the Regulations should carefully review the entire publication. The content closely follows the old Navy Uniform Regulations as amended for Coast Guard use. However, many changes have been made and entire chapters added to reflect the adoption of distinctive Coast Guard uniforms. In particular, a chapter on women's uniforms has been added.

Warrant officers

Commandant Notice 1417 of 2 February, 1978, announcing the specialties and administration period for the December, 1978 Warrant Officer examination, has been released. Maximum potential appointments in each specialty are as follows:

Aviation Engineering (Seventh District only)	1
Boatswain (Port Safety)	8
Communications	1
Naval Engineering	4
Finance and Supply	10
Material Maintenance	7
Personnel Administration	2

Some reminders for those considering competing for Warrant Officer:

a. ADT evaluations are now valid for 36 months.

b. ADT evaluations must be in the examination specialty. This is especially important to those candidates who perform augmentation training which is not rating related.

c. The leadership training requirement can be met either by completion of the Navy correspondence course, or by attendance at a Coast Guard Leadership School. Plan ahead.

d. Waivers of Warrant Officer requirements are not normally granted, so plan to meet all the eligibility requirements listed in Section 6-2-2 of CG-296 within the allowed time frames.

We're sorry

Our sincerest apologies to Reserve Unit Louisville, KY, for referring to it as "St. Louis unit" on page seven of the January - February issue.

Reserve unit Louisville performed a valuable service through its boating safety broadcasts, and should be fully recognized.

Leadership courses accredited Attn: women

The American Council of Education (ACE) has approved the courses taught under the present leadership curriculum for accreditation. The recommendation for accreditation was the result of several months of coordination between the Coast Guard Leadership Training Program Development Staff at Yorktown and ACE. ACE made the recommendation after a thorough review of the curriculum content, teaching methods, instructor qualifications and overall program administration.

ACE is the nation's major coordinating body for accrediting academic post-secondary education such as the Coast Guard leadership and management (LAM) courses. Most colleges and universities accept ACE's recommendations without question. ACE publishes its recommendations in the Guide to the Evaluation of Educational Experiences in the Armed Services, which is available to

college counselors. The leadership courses will be listed in the 1978 "Guide." The courses listed below will be recommended for three semester hours of credit at the lower division baccalaureate or associate degree level in Introduction to Management, Leadership Development, or Human Relations.

Following are the course titles, location(s) and date course became accredited:

Reserve Officer-Chief LAM
Alameda, CA 7/77
Yorktown, VA 12/76

Reserve Petty Officer-LAM
Alameda, CA 7/77
Yorktown, VA 12/76

Regular Junior Officer-LAM
Yorktown, VA 1/77

Regular Senior Petty Officer-LAM
Yorktown, VA 5/76
Petaluma, CA 2/77

Women 17 to 26 years old with no prior service, like their male counterparts, now incur a 6-year obligation upon initial entry into the service. This obligation applies only to women who enlist or are appointed February 1, 1978 or after. Those women who enlisted or were appointed before February 1, 1978 did not incur a statutory obligation beyond their period of enlistment or contractual agreement. A future amendment to the Personnel Manual will reflect this change.

Spencer reunion

The U.S.S. SPENCER C.G., WW II Association is holding its fifth annual reunion in Daytona Beach, Florida, October 20-22, 1978. For further information contact G. E. Boutilier, 308 Kent Drive, Cocoa Beach, Florida 32931 (305-783-5455).

Waesche Award

The Fifth Coast Guard District is the winner of the Admiral Russell R. Waesche Award for fiscal year 1977. The Second District was selected as runner-up.

The Waesche Award, established by the Coast Guard Affairs Committee of the Reserve Officers Association, honors each year the most outstanding Coast Guard District with respect to Reserve affairs.

The award is based on excellence in five categories of Reserve training: readiness evaluation, augmentation, reenlistments/extensions, correspondence course completions and servicewide examinations.

The Commander, Fifth Coast Guard District will be presented an award certificate as fiscal year 1977 winner of the Waesche Award. In addition, a plate so indicating will be placed on the Admiral Russell R. Waesche plaque mounted outside the Office of Reserve at Coast Guard Headquarters.

The Fifth and Second districts are congratulated for their Reserve accomplishments.



Buddy Ebsen, right, of television and movie fame (The Beverly Hillbillies, Barnaby Jones) attended dedication ceremonies November 5 for the new Visitors' Pavilion at the Coast Guard Academy. Ebsen told PA1 George Cassidy, left, of the Academy Reserve Unit, that

he served as an officer aboard a Coast Guard patrol frigate during World War II. He met a beautiful young SPAR then who later became his bride.

Buddy Ebsen is on the Board of Directors of the Coast Guard Foundation.

Cincinnati wins ROA Award

Coast Guard Reserve Unit Cincinnati is the winner of the Reserve Officers Association Congressional Award for 1977. Reserve Unit Richmond is runner-up.

The award, sponsored by the Washington, D. C. Chapter of ROA, is presented each year to the Coast Guard Group or Unit judged most outstanding with respect to readiness, augmentation training and "Citizen Sailor" activities.

CGRU Cincinnati is commanded by LCDR Dennis A. Lupher, USCGR. The unit maintained a high level of involvement and expertise through augmentation of regular Coast Guard units. CGRU Cincinnati's augmentation total for 1977 was 2028 drills and 752 days of ADT. The unit has become an effective, mobilization ready force.

The unit's port security program enabled members to work closely with the Cincinnati Marine Safety Office and to gain a practical working knowledge of MSO functions.

The CGRU multi-purpose night patrol provided MSO patrols 365 days a year. It covered barge boardings, recheck of pollution sites for new spillage, search and rescue and general safety. The Reserve personnel provide continuity to the MSO and have indoctrinated and trained newly assigned regular MSO personnel. The unit also provided boat crews to patrol several special events during the fiscal year, as well as voluntarily manning the MSO/COTP office during the emergency Ohio River Low Water Flood/Ice Alerts.

CGRU Cincinnati assisted BOSDET Lexington, KY in maintaining its required coverage of small boat activities in the Cincinnati and Portsmouth, Ohio areas. Reservists boarded 233 boats during the 1977 boating season.

CGRU Cincinnati developed a recruiting program for the area. The unit is also expanding its aids-to-navigation responsibilities on the Ohio River.

"Citizen Sailor" activities included providing a safe bicycling

program for Cincinnati children, safe boating classes, and color guard details for seven events, two of which were nationally televised.

CGRU Cincinnati also helped obtain a Coast Guard Day proclamation from the state of Ohio, signed by Governor James Rhodes.

Coast Guard Reserve Unit Richmond, the runner-up, also showed outstanding accomplishments during fiscal year 1977. CGRU Richmond, with seven officers and 70 enlisted, is the only Reserve unit in the Richmond area. It was commanded during fiscal year 1977 by LCDR (now CDR) Edwin H. Corbett, USCGR. The unit's active recruiting program provides high caliber personnel to maintain its mobilization billets. During fiscal year 1977 CGRU Richmond recruited six Regulars and six reservists, including two sons and a daughter of a unit member.

The unit has an especially good emergency response record. Most notable was the establishment and manning of a command post at the scene of the collision between the tanker Marine Floridian and the Benjamin Harrison Bridge in Hopewell, VA. A special emergency alerting plan developed by the unit enabled reservists to be on the collision scene in less than two hours.

Specialized on-the-job training was conducted in the areas of bridge inspection and oil pollution investigation. In addition, formal training qualified 10 people as boarding officers, four as coxswains and four as boat engineers. Unit personnel also participated in a statewide disaster exercise, VOPEX 77.

CGRU Richmond has done much to further the "Citizen Sailor" concept. The unit has excellent rapport with the city fire and police departments as well as with the Coast Guard Auxiliary. Unit personnel give blood regularly to the Richmond Metropolitan Blood Service.

The unit provided safety patrols and crowd control for the annual Great James River Raft Race, proceeds from which go

to the Multiple Sclerosis Foundation.

CGRU Richmond serves as the local representative in the Port of Richmond area for Marine Safety Office, Hampton Roads. The unit furnishes personnel to Station Dahlgren, VA and Station Milford Haven, VA as SAR boat crews and watchstanders.

The unit provides the district with three four-man boat crews for weekend patrols during the boating season. It also performs the required annual inspection of nine bridges.

CGRU Cincinnati and CGRU Richmond deserve the congratulations of all reservists. It is interesting to note that both are inland units. They prove that the success of a Reserve unit is not based on whether it is large or small, inland or on shore; but rather is based on the spirit and hard work of its members.

War College

Sixteen Coast Guard Reserve officers have been selected as primary and alternate attendees to courses at the Naval War College.

Selected to attend the Senior Reserve Officers' Course convening September 17, 1978 were:

CDR Wilfrid W. Csaplan
CDR Walter P. Livingstone, Jr.

CDR Joseph H. Manfreda
CDR Henry G. Satterwhite
CDR Richard W. Strachan
CDR Carl A. Zellner

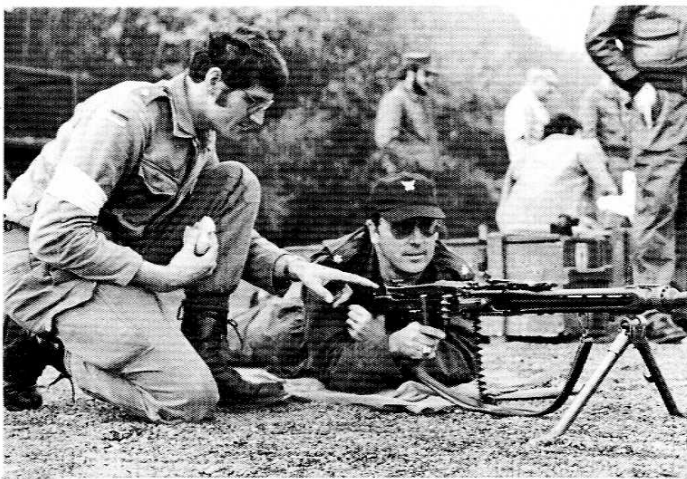
Alternates are CDR Allyn S. Morton, Jr. and CDR Edward M. Redman, Jr.

The following Reserve officers were chosen for the Reserve Officers' Command and Staff Course convening 20 August 1978:

LCDR Anthony P. Castberg
LCDR Joseph S. Cramwell
LCDR James H. Devitt
LCDR Richard J. Flynn
LCDR Patrick V. Kauffold
LCDR Jack L. Powell

Alternates are LCDR Philip C. Wrangle and LCDR Clifton C. Demartini.

The courses will provide these Coast Guard officers with updated concepts of the employment of Naval forces in a combat environment.



LCDR Norton gets pointers on firing the German Army LN-1 machine gun from Oberleutnant (First Lieutenant) K. Bude, German Army Academy.

Reservist trains in Germany

Frankfurt am Main, West Germany-The U. S. Army Firing Range here was the site where LCDR William I. Norton, USCGR-RQ, recently joined Army and Navy reservists in light weapons training with the German Army Academy.

As part of NATO's "Project Partnership," members of the U. S. Navy General Reserve Volunteer Unit (GRVU) 3002, NAVEUR Frankfurt, of which LCDR Norton is an inter-service member, train on a regular basis with the German Army Academy (Fachhochschule

des Heeres). The Academy trains active duty officers and enlisted men for the West German Army. Under "Project Partnership," a program designed to bring military units of the NATO countries closer together, the Frankfurt Navy Unit and the German Army Academy are "sister" units.

In recent firings, 18 members of GRVU 3002 qualified for the German Army Schutzenschnur, while the German officers and soldiers fired for the U. S. Navy Rifle and Pistol Ribbons. The course includes moving target firings with a 9mm automatic pistol (similar to a .45), the German Army rapid-fire rifle (similar to the U. S. M-16), and the LN-1 machine gun, said to be the fastest firing weapon of its type in the world. Scores must improve in the successive firings in order to be eligible. LCDR Norton was awarded the Silver Schutzenschnur, second step in the three year course.

Other training between the Navy Reserve unit and the German Army includes parachute jumping, mountaineering in the mountains of the Black Forest, orienteering, and an intensive physical fitness program.

LCDR Norton is a former editor of the Coast Guard Reservist (1963-66) and the author of two books about the Coast Guard Cutter EAGLE: Eagle Seamanship: Square-Rigger Sailing, used as a textbook at the Academy, and Eagle Ventures, a coffee-table photo book about the famous barque.

LCDR Norton is an active member of the Coast Guard Academy Alumni Association and the Reserve Officers Association, of which he was formerly junior vice president for naval affairs.

Address changes

Members of the Ready Reserve and the Standby Reserve do not need to report address changes directly to Editor, Coast Guard Reservist in order to continue to receive the magazine. Report an address change to the district, via the chain-of-command (if applicable), and it will be changed in all records, including your pay record and the Reservist mailing list.

Retired reservists should request the Reservist through their districts (r). The district (r) is required to keep a list of all retired reservists for mobilization purposes. No mailing list for retired reservists not receiving pay (RET-2 and RET-3) exists at Headquarters.

The USS CALLAWAY (APA-35) reunion will be held August 1-3, at McAllen, Texas. For details please contact Samuel Schreiber, 210 W. Garland Ave., Garland, Texas 75040.

CAPT Evans dies

CAPT Frederick J. Evans, USCGR (Ret.), died February 5 at Naval Medical Center Bethesda, MD.

CAPT Evans, who retired May 2, 1972, was a member of the original Coast Guard Reserve formed in December 1940. He was a member of the Reserve Officers Association since its formation after World War II, and served as national vice president, national executive committeeman for the Navy, and vice chairman and chairman of the Coast Guard Affairs Committee.

CAPT Evans is survived by his wife, CAPT D. Jean Gleason Evans, USCGR (Ret.), two daughters and a son.

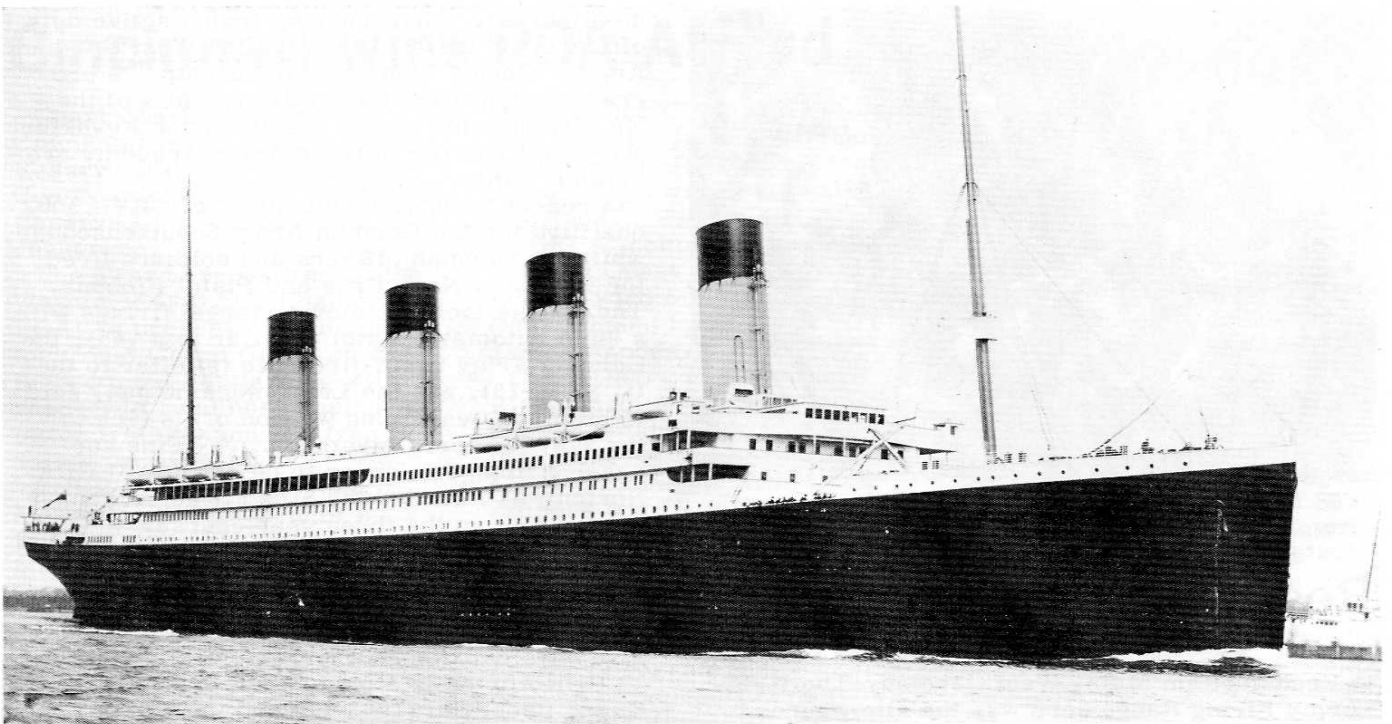
CAPT Evans was buried with full military honors in Arlington National Cemetery February 9.

Public service award

Television station WMUR-TV Channel 9 in Manchester, NH was awarded a reproduction of a watercolor painting of the Coast Guard Cutter Eagle for its efforts in providing public service television time on boating safety and Coast Guard recruiting efforts. The presentation was made on behalf of Coast Guard Reserve Group Portland, ME and the Coast Guard Recruiting Office in Manchester, NH.

WMUR-TV provided ad time for the promotion of RESGRU Portland's "Float Plan" campaign. It also conducted a half hour show concerning the benefits of the military service in which the Coast Guard played a major role.

With the support of civic-minded stations like WMUR-TV, the Coast Guard is better able to communicate with the public it serves.



The Titanic

"ICEBERG RIGHT AHEAD!"

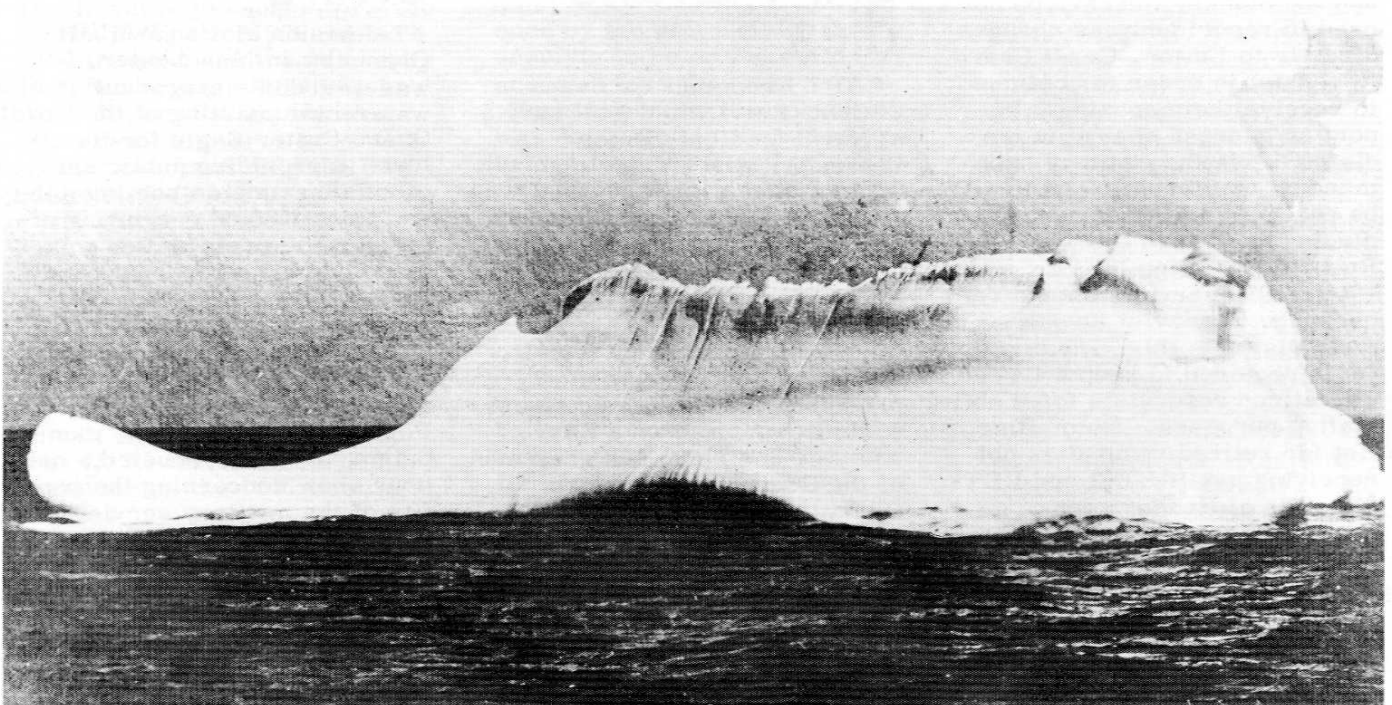
by Bill Hamlin

Sixty-six years ago one of the greatest sea tragedies in history stunned the world. On Sunday evening, April 14, 1912, the great White Star steamer Titanic collided with an iceberg on her maiden voyage and sank in two hours and 34 minutes. Of the 2,223 souls

on board, 1,517 perished in the icy North Atlantic. Only 706 lived to tell the story.

The Titanic was built for the White Star Line by Harland & Wolff of Belfast, Ireland at a cost of about 7.5 million dollars. Her design included the latest advances in naval architecture. A double bottom ran throughout the length of the 882.6 foot hull and 15 transverse

Assumed to be the iceberg that sank the Titanic. Photo taken soon after the sinking.



bulkheads divided the ship into 16 watertight compartments. However, only the first bulkhead extended to the uppermost continuous deck. Twenty-nine boilers furnished steam to power her two reciprocating (piston action) engines and center turbine which pushed the Titanic through the water at a speed of 21 knots. She was launched May 31, 1911 and displaced 46,328 tons. Her passenger accommodations were comparable to those of a luxury hotel. They included private promenades, plush suites, cabins and lounges, a heated pool, a gymnasium and a hospital.

Shortly after noon on April 10, 1912, the Titanic left Southampton, England for New York, via Cherbourg, France and Queenstown, Ireland. Her passenger list read like a social register with notables from Europe as well as the United States on board. A priceless jewelled copy of the "Rubaiyat of Omar Kayyam" was locked in her strongroom.

During the entire voyage the weather was clear with sunshine all day and bright starlight each night. Nothing disturbed the tranquility of the voyage. Greetings were frequently exchanged with passing vessels.

On the fourth day out, April 14, several warnings of icebergs to the north and south of the Titanic's route were received by the wireless operators on the Titanic and brought to her master, Captain Smith. One warning, sent to the Titanic from the steamship Amerika at 9:05 PM (New York time), about one hour before the accident, read: "We are stopped and surrounded by ice." To this the Titanic's wireless operator replied: "Shut up. I am busy. I am working Cape Race." No heed was given to the warnings nor did any general discussion among the officers take place.

The Titanic was entering upon the last leg of her voyage to the United States. First class passengers in their formal dress were about to celebrate their last night at sea with music and champagne, unaware that the Titanic was in the dangerous iceberg area off the Grand Banks of Newfoundland.

The Titanic steamed on at her maximum speed. At 10:13 PM (New York time) lookout Frederick Fleet, in the crow's nest on the foremast, telephoned the officer of the watch, William Murdock, and reported "Iceberg right

ahead." Mr. Murdock immediately ordered the quartermaster at the wheel to put the helm "hard astarboard," and rang down "full speed astern" to the engine room.

The bow began to turn, but it was too late. The hundred foot tall iceberg nudged along the starboard side. The impact of the collision, while smooth and muffled, rolled the vessel several degrees. The iceberg tore a 300-foot gash in the steel plating above the turn of the bilge, twenty feet below the waterline.

The reports received by Captain Smith after various inspections of the ship revealed that the five extreme forward compartments were flooded almost immediately. The water came with such tremendous force that within five minutes the ship listed about 5 degrees. Under the added weight of water the bow of the Titanic sank deeper, and water overflowed through other openings and hatches.

At 10:25 PM (New York time) the distress call "C.Q.D." followed by "M.G.Y.", the Titanic's call sign, was sent together with the report that she had struck an iceberg. The new distress call "S.O.S." was also sent. Four vessels acknowledged the call. The Cunard liner Carpathia, 58 miles away, turned and proceeded full speed to the Titanic's reported position. Only 10 miles away was the Leyland liner, Californian, which had seen and identified the Titanic. She could easily have helped the stricken Titanic had her wireless operator been on duty, but her radio was silent and she did not hear of the disaster so near at hand.

The order was given to prepare the lifeboats and to put women and children into the boats. Stewards awakened the sleeping passengers, helped them into their lifejackets and led them to the boats. Uncomprehending, many were reluctant to leave the warmth and security of the Titanic for a small lifeboat. One hour after the collision the first lifeboat pulled away only partially filled. Only a few of the lifeboats were fully loaded. Few realized there were only enough lifeboats for about one half the people on board. When the last boat left, sixteen hundred were still aboard the Titanic.

The ship went down gradually by the bow, and a wave of water swept over the boat deck. The remaining passengers moved toward the rising stern. A torrent of people jumped into the

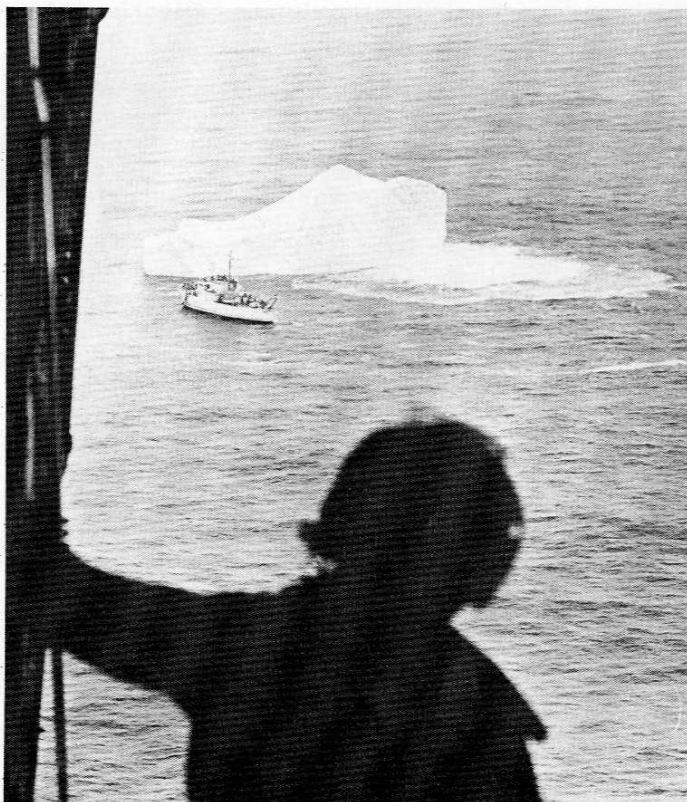
"To the brave men who perished in the wreck of the Titanic April 15, 1912. They gave their lives that women and children might be saved. Erected by the women of America."--Titanic Memorial, Washington, D.C.

Copy of original letter from the White House directing the Revenue Cutter Service to begin the International Ice Patrol. Stamped date of receipt by the Revenue Cutter Service is in the upper right-hand corner.

icy water. The forward funnel collapsed as the stern rose; the Titanic's giant screws came entirely out of the water. There was a great thundering as her boilers and engines tore from their beds and crashed downward through the bulkheads by the force of their weight. The Titanic's stern hung vertically, her fourth funnel above the water. There was a forward movement of the ship as if getting underway, but the movement was downward. At 12:47 AM (New York time) Monday, April 15, she slipped beneath the surface leaving an agonizing silence, pierced only by the cries of those struggling in the water.

At 4:00 AM the Carpathia arrived at the scene of the disaster, 41°46' north latitude, 50°14' west longitude. By 8:30 AM the last of the survivors was on board the Carpathia. The Captain of the Carpathia held a brief service for those who were lost and made for New York.

Courts of inquiry were convened and their recommendations were adopted. It was made mandatory for ships to reduce their speed once ice was reported; the radio watch was extended to cover the full 24-hour day; it was made compulsory for all passenger ships to carry enough lifeboats to accommodate all aboard; and an international ice patrol was inaugu-



rated.

The International Ice Patrol (IIP) of today emerged from the 1914 Conference on the Safety of Life at Sea. The members of the conference, representatives of the major shipping countries of the world, asked the U.S. to undertake the job. The cost of the service was to be divided among the member nations in proportion to their use of the North Atlantic shipping lanes. The United States accepted the offer and gave the task to the U. S. Revenue Service, the forerunner of the Coast Guard. Each year from March through July (with the exception of wartime years) the Coast Guard has monitored the movements of icebergs drifting too near the Atlantic shipping lanes. Today, thousands of ships annually use the shipping lanes in near perfect safety. Since the birth of the International Ice Patrol, there have been no major accidents involving icebergs in the water patrolled by the Coast Guard. The loss of the Titanic was a high price to pay but out of it was born a new era of marine safety.

An airman watches from the cargo door of an HC-130 as the USCGC EVERGREEN stalks an iceberg for the International Ice Patrol.

THE WHITE HOUSE
WASHINGTON

February 7, 1914

Dear Mr. Hamlin:

The President directs me to inform you that he desires to have the Revenue Cutter Service begin, as early as possible in the present month the international ice observation and patrol service arranged for at the recent international conference on Safety of Life at Sea, under the same conditions and the same mutual obligations as set forth in Articles 6 and 7 of the convention signed at that conference.

Sincerely yours,

[Signature]
Secretary to the President

Hon. C. S. Hamlin,
Acting Secretary of the Treasury.

Aviation artifacts, memorabilia sought

The Coast Guard plans to establish a display of aviation artifacts at the Naval Museum in Pensacola, Florida. The display will consist of air-frames and other memorabilia which are significant to the history of Coast Guard aviation. Our display will be housed in a portion of a new addition to the Museum. This new addition, which is planned for completion within two years, will be constructed with funds donated for this purpose.

In order to provide a systematic approach to our participation, the Commandant has formed the Naval Aviation Museum Coast Guard Advisory Group. The group, composed of retired and active duty aviators, is chaired by RADM J. D.

McCubbin, USCG (Ret.), a former Chief, Office of Reserve. The group has three primary responsibilities: (1) assisting museum officials in deciding what artifacts should be displayed; (2) spearheading a drive to locate artifacts, including air-frames, which are suitable for display; and (3) coordinating a fund raising campaign.

The group solicits the assistance of all interested personnel in accomplishing the following tasks:

1. Locating Aviation Memorabilia. Anyone who has, or knows the location of, significant Coast Guard aviation memorabilia which are available for donation or long term loan to the Museum is requested to

contact CAPT R. E. Larson, Commandant (G-APA/83), U.S. Coast Guard, Washington, D.C. 20590.

2. Fund Raising. Anyone who would like to contribute funds for construction of the Coast Guard display should make checks payable to the Naval Aviation Museum Foundation and mail those checks to RADM J. D. McCubbin, McDermott Shipyards, Inc., 3658 Pine Oak, New Orleans, LA 70114. This will insure that all donations intended for the Coast Guard display are properly credited. All donations are tax deductible and are placed in the Museum's Capitol Improvement and Expansion Fund.

Cape May reservists prepare for oil spill

Aided by the Atlantic Strike Team, the special Coast Guard oil clean-up force, Coast Guard reservists at Cape May have been busy preparing for the increasing possibility of an oil spill. In January of this year, the Strike Team trained Cape May Reserve Group personnel for such an emergency. Expanding their knowledge about the equipment, which can be air-lifted to areas like Cape May, reservists developed the skills to assist in oil and hazardous substance removal. This cooperative effort between re-

servists and the Strike Team is necessary for a swift and effective response to pollution disasters. Without the Coast Guard Reserve's readiness for such emergency augmentation, the Strike Team could lack needed manpower.

During the weekend training session, the Atlantic Strike Team taught the use of anti-pollution systems that can be delivered by air in the event of an emergency. This equipment included oil containment barriers that can contain oil in 4-6 foot seas with 20 knot winds,

and numerous oil skimming devices to remove spills from the water surface. Besides the mechanics of oil pollution clean up, reservists learned the important procedures to save oil-soaked wildlife.

The training session acquainted the reservists with the whole concept of oil spill clean-up, so that as a team and individually they will be better able to give the assistance required for tanker and drilling spills and large scale beach clean-up efforts.

Leadership course

The Navy leadership correspondence course currently required for advancement to Master Chief Petty Officer, Warrant Officer competition and fulfillment of direct commission requirements, has been unavailable for a number of months. A limited supply is now on hand, but future supply is uncertain.

Another option for completing this requirement is attendance at a Coast Guard leadership school.

Commandant Notice 1500, dated 27 FEB 1978, states that since adequate advance notice of the availability of the correspondence course is given with the Notice, requests for waivers

of leadership training requirements will be considered only "in the most unusual circumstances."

Reservists required to complete leadership training should plan ahead for the completion of this requirement giving due consideration to the fact that the correspondence course may not be available after 1978.

OCS grads

Graduation ceremonies for Coast Guard Officer Candidate School were held at the Reserve Training Center, Yorktown, VA, February 24. Twenty-seven men and women were commissioned as Coast Guard officers after successfully completing 17 weeks of rigorous academic and

physical training.

Rear Admiral Julian Johansen, Commander, Fifth Coast Guard District, was the featured speaker at the commissioning exercises. Rear Admiral Thomas T. Wetmore III, Chief of the Office of Reserve, was on hand to present the Ensign Richard O. Rea Award to Ensign Scott D. Bair. Bair was also the recipient of two other awards: The Coast Guard Academy Alumni Award (for highest academic average) and the Warrant Officers Association Award.

Recipients of other awards were Timothy K. Gibson, Commandant's Award for Leadership; and Philip M. Sorois, Physical Education Award.



Our Women go to Sea

photographs by Joseph Matera,
The Times Magazine

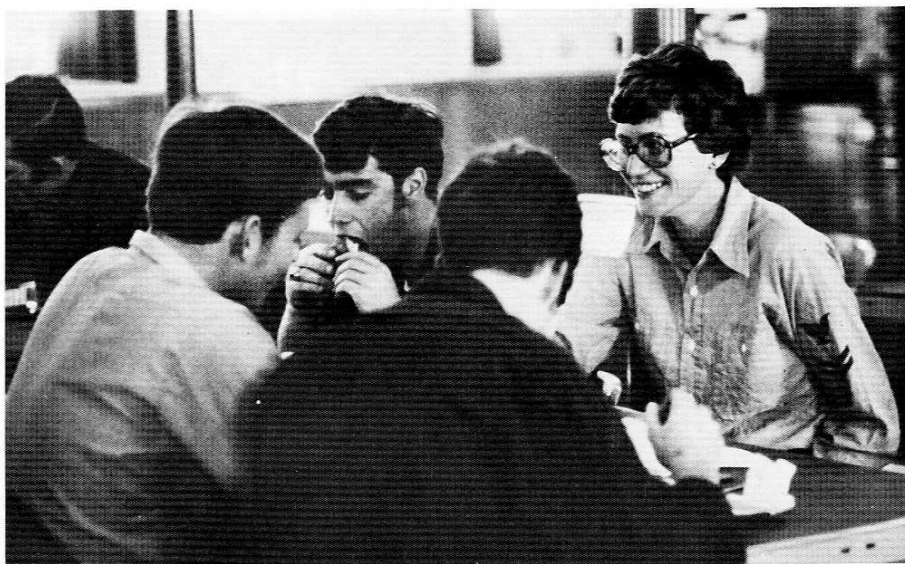
Secretary of Transportation Brock Adams made sea duty available to Coast Guard women last May. The decision was met with both cheers and howls of protest. The change seemed sudden to many, because the Coast Guard, as part of the Department of Transportation, did not have to deal with Navy regulations in changing its policy toward women at sea.

Women are currently assigned to two 378-foot cutters, the MORGENTHAU and the GALLATIN. There are two officers and 10 enlisted women on each cutter. The women fill a wide range of rates and ratings. They work alongside the men handling lines, chipping paint and boarding foreign vessels.

The question many people ask is "Will it work?" CDR Jim Woodle, executive officer of the MORGENTHAU, replies "Work? Of course it will work. It has to work. Because this isn't an experimental program. It is."

BM3 Judith Carey mans-er, handles-the lines on board the GALLATIN.

PRIORITIES--These crewmembers on the mess deck of the GALLATIN are more interested in "chowing down" than in the fact that a woman has joined them. Pictured is SK2 Rebecca Burrig.



GALS, TOO--The name of this small boat seems very appropriate as LTJG Susan Ingalls, second from right, and other crewmembers head out for a boarding.



"HELO LAUNCH-OPS NORMAL"--SA Deborah Collins is part of a helicopter tie-down crew on the GALLATIN.



ROA

The Panama Canal Treaties, SALT agreements, military preparedness and the growth of communist influence in Africa were among issues aired before the 2,000 people who attended the three-day mid-winter conference of the Reserve Officers Association, which got underway February 23 in Washington, D.C.

Senator James B. Allen (D-Ala.) spoke out against the Panama Canal Treaties at the start of ROA National Council resolution deliberations. At two previous national conferences, ROA went on record supporting full U.S. control of the canal and U.S. bases in the Canal Zone.

Congressman Charles E. Bennett (D-Fla.), was honored as ROA's Minute Man of the Year. Congressman Bennett, a holder of the Silver Star for gallantry in action, is Chairman of the Seapower Subcommittee and second in rank on the House Armed Services Committee.

Among the major speakers at the conference were Clifford L. Alexander, Secretary of the Army; Harold Chase, Deputy Assistant Secretary of Defense (Reserve Affairs); and Antonia Handler Chayes, Assistant Secretary of the Air Force for Manpower, Reserve Affairs and Logistics.



Vice Commandant VADM Ellis Perry and Commandant-selectee RADM John Hayes enjoy the buffet at the ROA Congressional Reception. Below, CAPT Vivian Reese, USCGR (Ret.), welcomes Senator Strom Thurmond of the Armed Services Committee.

The Coast Guard Washington, D. C. Chapter, Reserve Officers Association, held its annual Congressional Reception and first RPA Reunion February 22 at ROA headquarters in Washington, D. C. Senator Strom Thurmond of the Armed Services Committee headed the Congressional delegation. A portrait of Congressman Gordon Canfield was unveiled in a special ceremony. Congressman Canfield introduced legislation in 1947 for the revitalization of the Coast Guard Reserve, earning him the title "Father of the Coast Guard Reserve." A reproduction of the portrait was presented to his widow, Dorothy, by CAPT Joe Wielert.

A special guest of the RPA's was RADM L. M. Thayer, the first Chief, Office of Reserve.



mid-winter highlights

When the Korean Emergency ended, the exodus of reservists from active duty resembled, on a much smaller scale, the demobilization following World War II. Reserve officers were given 30 days to return home. Thirty seven Coast Guard officers, however, were to remain on active duty. They would be retained to administer the Coast Guard Reserve program, as provided for in Title 10, U. S. Code.

In a 1954 ALCOAST, the Commandant named the 37 officers who were to remain on active duty, and listed their duty stations. With that, the RPA designation came into being. These officers were not yet

known as RPAs, but rather, as "those Reserve officers retained on active duty to administer the Reserve program." This was soon shortened to Reserve Program Administrators, or RPAs.

The senior officer among those retained was the now CAPT Ege Sawtelle, USCGR (Ret.), and junior was the now CAPT Bob O'Brien, Deputy Comptroller of the Coast Guard and the last member of the RPA "Class of '54" still on active duty.

The first group of RPAs was assigned according to the planned rotation: two Reserve program billets followed by one operational billet. As the first

group of RPAs retired or integrated into the Regular service, their number dwindled--from 37 to 25 by 1959. The Commandant then authorized the first RPA selection board, which now meets annually.

To date, 135 Coast Guard officers have served as RPAs.

The following officers were designated as RPAs by recommendation of this year's board:

LT M. F. Rettenmaier

LT C. H. Crown

LT F. C. Buckley

LTJG G. E. Shapley

LT G. G. Evans

Designated as alternates were:

LTJG N. W. Williams

LT J. A. Steen

LT D. G. Howard

Selection boards: the inside story

By CAPT Crook Stewart, Jr., Commander, Reserve Group Mobile, President of the FY 1978 Reserve Commander Selection Board (This article reflects the views of CAPT Stewart and is published for the information of the Reserve officer corps.)

The Coast Guard Reserve officer is facing increasing competition in career progression. It is in the best interest of each officer to become more familiar with the promotion and retention process. The Coast Guard Personnel Manual (CG-207), Chapter 14, provides extensive information on this process. Because of the importance of fitness reports, every Reserve officer should also be familiar with the information in Chapter 2 of the Administrative Manual for the Coast Guard Reserve (CG-296), and recently issued Commandant Instruction 1611.6A.

Selection for promotion and/or retention is made by a board of officers senior to those being considered. This board is sworn to perform its duties without prejudice or partiality, keeping in view both the special fitness of officers and the efficiency of the Coast Guard.

Boards convened to recommend officers for promotion on a fully qualified basis recommend those officers whose records indicate that they are qualified to perform all duties to which they might reasonably be assigned in the grade for which they are being considered. (Currently, only ENS to LTJG selections are on a fully qualified basis.) Boards that are convened to consider officers on a best qualified basis for promotion or retention recommend

those officers they determine to be best qualified to perform the duties to which they might reasonably be assigned. (Currently, selections to LT and above are on a best qualified basis.) Both fully qualified and best qualified boards are required to select the number of officers specified in the precept. For instance, with the most recent Reserve Commander selection board, there were 95 officers in the promotion zone and 100 officers still in an active status above the zone to be considered. The board was charged to select the 48 best qualified officers. (If a number is not specified, i.e. ENS to LTJG, selection opportunity is 100%.) Recommendations must be agreed upon by a majority of the board.

The information available to a board consists of the officer's official service record and a fitness report file. In addition, if it is provided by the officer being considered, there may be a personal resume form and possibly direct correspondence through the chain of command from the officer to the president of the board. This letter may invite attention to any matter of official record but it cannot criticize or reflect on the character, conduct, or motive of any officer. Enclosures are limited to those which have been submitted with fitness reports. Endorsements may contain no opinion on whether the officer should be selected or retained. It is particularly important that a letter to the board should clarify or explain any information in the officer's record that might be misinterpreted or incomplete.

CAPT Stewart's analysis will be continued in the next issue.

(G-R-1)

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
WASHINGTON, D. C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514

